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CHINA MAIL OFFICE.

The China Mail.

Established February, 1845.

VOL. XLIX. No. 9672.

號十月二年四十九百八千一英

HONGKONG, SATURDAY, FEBRUARY 10, 1894.

己卯正月廿二日

THE HONGKONG CHINESE MAIL.
報日字體香港
(Hongkong, Eng. & Po.)
ISSUED DAILY.

CHUN YU MAI,
Manager and Publisher.

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Five Dollars a year, payable in Hongkong, Despatched by Post.

PRICE: \$2 PER MONTH.

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NEW YORK.—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 62, West 22d Street.
SAN FRANCISCO and American Posts generally.—BEAN & BLACK, San Francisco.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTON, Melbourne and Sydney.
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CHINA.—M. A. A. DA CRUZ, 4, Arroyo, N. MADAN & CO., LIMITED, Trowbridge, HENDE & CO., Shanghai, LANE CRAWFORD & CO., and KELLY & WATSON, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager,
Hongkong, May 15, 1893. 1615

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.
SUBSCRIBED CAPITAL, \$2,000,000.
CAPITAL CALLED UP, \$51,000,15.0.

Bankers:
CAPITAL & COUNTIES BANK, LIMITED.
Head Office:
3, PRINCES STREET, LONDON.
Branches:
BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.
Agencies:
PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST
Allowed on Current Accounts and Fixed Deposits can be ascertained on application. Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,
Manager,
Hongkong, November 6, 1893. 247

THE NATIONAL BANK OF CHINA,
LIMITED.
AUTHORIZED CAPITAL, £1,000,000.
SUBSCRIBED CAPITAL, £500,000.
HEAD OFFICE—HONGKONG.

Bankers:
D. GILLIES, Esq., H. STOLZERHOFF, Esq.,
CHAN KIAI SULAN, Esq.,
CHOY TUNG SHANG, Esq.,
KWAN HOI CHUEN, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.

Branches:
LONDON, YOKOHAMA, SHANGHAI AND
AMoy.

Bankers:
THE COMMERCIAL BANK OF SCOTLAND.
PARKE'S BANKING CO., AND THE ALLIANCE
BANK (LTD.).

Interest for 12 months Fixed 5%.
Hongkong, May 24, 1893. 47

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL, \$10,000,000.
RESERVE FUND, \$3,900,000.
RESERVE LIABILITY, \$10,000,000.
PROPRIETORS.

COURT OF DIRECTORS:
H. HOWEY, Esq.—Chairman.
C. J. HOLLIDAY, Esq.—Deputy Chairman.
R. M. Gray, Esq., J. Julius Kramer, Esq.
Carl Janzen, Esq., A. Macdonald, Esq.
H. H. Joseph, Esq., J. S. Moses, Esq.
Hon. J. J. Kewick, Esq., D. R. Sasso, Esq.

Chief Manager:
Hongkong—T. JACKSON, Esq.
Manager:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS—
For 3 months 3 per cent. per annum.
" 6 " " 4 " "
" 12 " " 5 " "
T. JACKSON,
Chief Manager,
Hongkong, October 19, 1893. 380

THE MERCANTILE BANK OF
INDIA, LIMITED.
AUTHORIZED CAPITAL, £1,500,000.
SUBSCRIBED, £1,25,000.

Bankers:
LONDON JOINT STOCK BANK, LTD.
Interest allowed on Current Accounts at the Rate of 2% per Annum on the Daily Balance.

ON FIXED DEPOSITS—
For 12 Months, 5 %
For 6 Months, 4 %
For 3 Months, 3 %

JOHN THURKORN,
Manager, Hongkong,
Hongkong, February 4, 1894. 326

Intimations.

BELLIOS PUBLIC SCHOOL
FOR GIRLS.

THE above SCHOOL will RE-OPEN on MONDAY NEXT, the 12th Instant, at 9.30 a.m.
The Head Mistress will attend the School at 9 a.m., to receive PARENTS of PUPILS wishing to attend the School.

Hongkong, February 10, 1894. 268

ZETLAND LODGE.

No. 525.

A N Emergency MEETING of the above LODGE will be held in the Freemason's Hall, Zetland Street, on MONDAY, the 12th Instant, at 6 for 6.30 p.m. precisely. VISITING BRETHREN are cordially INVITED.

Hongkong, February 9, 1894. 282

PERSEVERANCE LODGE OF

HONGKONG, No. 1,165.

A Regular MEETING of the above LODGE will be held in the Freemason's Hall, Zetland Street, on FRIDAY, the 16th Instant, at 8.30 for 9 p.m. precisely. VISITING BRETHREN are cordially INVITED.

Hongkong, February 9, 1894. 279

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

THE Twenty-Fifth Ordinary MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, No. 2, Queen's Road Central, Victoria, on WEDNESDAY, the 21st February, at Two o'clock, Noon, for the purpose of receiving the Statement of Accounts and the Report of the Directors for the year ending 31st December, 1893.

The Transfer BOOKS of the Company will be CLOSED from the 8th to the 21st Inst., both days inclusive.

By Order,

JAS. B. COUGHTRIE,
Secretary.

Hongkong, February 1, 1894. 230

WANTED.

A JOURNALIST to fill the position of
Sub-Editor and SHORTHAND RE-
PORTER. Must be reliable, experienced and
thoroughly competent. Address:

PROPRIETOR,
'JAPAN DAILY ADVERTISER,'
No. 49, Yokohama.

FOR SALE

JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS.
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JAPAN WALL PAPERS
&c., &c., &c.

PRIZE VERY MODERATE.

ORDERS to be respectfully received by the Undersigned.

MITSUI BUSSAN KAISHA,
8, Queen's Road Central.

Hongkong, January 2, 1894. 1

ALDBECK, MACGREGOR &

Co.,
Wine and Spirit Merchants,

13, Queen's Road.

Hongkong, August 18, 1891. 1612

CHAS. J. GAUPP & Co.

Optician, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND
MATERIALOGICAL
INSTRUMENTS.

VOCALIST'S CHIEFED
BINOCULARS and TELESCOPES.

ROTCHE'S LIQUID and OTHER COMPASSES.

ADMIRALTY & IMRAY CHARTS.

NAUTICAL BOOKS.

Engravings & MUSICO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.

GOLD & SILVER JEWELLERY

In great variety.

D. J. MONDS

AND

DIAMOND JEWELLERY.

A Splendid Collection of the Latest LONDON
PATTERNS, at very moderate prices. 742

W. LINDEO E HOTEL,
(In Connaught Building),
QUEEN'S ROAD, HONGKONG.

The Private Hotel heretofore carried on in

WINDSOR HOUSE has now been

Removed to CONNAUGHT HOUSE.

Carried under European management.

Each Bedroom has its own Bath-room,

Hot and Cold water. Passenger Elevator

for all Floors.

Charges from 20 per day upwards.

Special Rates for Families or Permanent

Boarders. Offices and Rooms to let Un-

furnished, and Rooms with or without

Board, by day or month. Apply at the

Office, No. 37, 3rd Floor.

Hongkong, August 23, 1892. 1524

PRIVATE BOARD AND RESIDENCE

FURNISHED ROOMS, with Board,

Also Table Accommodation.

Apply to

Mrs. GILLIANDERS,

12, Gresham Street,

Wyndham Street.

Hongkong, November 21, 1893. 1008

Business Notices.

LANE CRAWFORD & CO.

HONGKONG RACES, 1894.



RACING SADDLES, 2, 3 and 4 ft. JOCKEY WHIPS.

WEIGHT CLOTH, HARNESS, BRIDLES, RACING REINS,
RACING SPURS, BITS, STIRRUP WEBBS, ROLLERS,
SADDLERY and STABLE REQUISITES.

JOCKEY BOOTS, BOOT TOPS, CARRIAGE WRAPS,
GLOVES, HATS, SCARFS.

LANE, CRAWFORD & CO.

Hongkong, February 2, 1894. 239

HONGKONG HOTEL.

Telegraphic Address, "Keween" — A. B. C. Code.

THE MOST COMMODIOUS and BEST-APPOINTED HOTEL in the Far East; situated in the centre of the town, opposite the General Post Office and the Hongkong Club, and adjacent to Pedder's Wharf (the principal landing stage of the Colony).

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

The TABLE D'HOTE, at separate tables, is supplied with every delicacy.

The BED-ROOMS, with adjoining BATH-ROOMS, are lofty and well ventilated, open to spacious Verandas, are lighted by gas and fitted throughout with electric communication.

The READING, WRITING, and SMOKING ROOMS, LADIES' DRAWING ROOMS, the NEW BAR and PUERO BILLIARD ROOMS (six English and American Tables) are fitted with every convenience.

WINEs and SPIRITS of the BEST BRANDS only.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATERMEN are continually on duty.

R. TUCKER, Manager.

Hongkong, October 21, 1892. 142

THE MOUNT AUSTIN HOTEL.

Telegraphic address, "EXCELSIOR" — Hongkong, No. 1,400 FEET ABOVE THE SEA LEVEL. TELEPHONE, No. 32.

THE Magnificent HOTEL is situated at the most beautiful part of the Hill DISTRICT; the Air is delightfully cool and bracing, the Temperature being at least 10 degrees lower than in the valley beneath. Luxuriously furnished, and Cuisine and Wine First-class.

THE TABLE D'HOTE, in the GRAND DINING ROOM at 7.45 P.M.

Arrangements can be made for DINNER PARTIES in PRIVATE ROOMS. Tables or Seats can be reserved for the TABLE D'HOTE, and WINES can be ordered.

For further Particulars, apply

THE CHINA MAIL.

FLAGRANT WATERS' MURMUR
That most people are now asking in terrible
earnest whether there is a silver lining
within the darkest cloud.

That many residents of the Far East im-
agined, with some show of reason, that
silver had found bottom long since, and
are now bewildered at the depth of
depreciation of which the white metal
seems to be capable.

That folks at Home are now beginning to
realise the danger, are waking up to the
necessity of doing something to re-
habilitate silver, and are acknowledging
that an international agreement to that
end is the only means of saving the
trade of Great Britain with silver-using
countries.

That as silver must be used in that trade,
it will be England's advantage in the
end to encourage its use, in connection
with gold, for carrying on that trade,
irrespective of the part which silver must
play in the administration of our Indian
Empire.

That there can be little question now as to
whether the Indian experiment to
bolster up silver has been a failure.

That no single-handed patching-up of a
serious metal like that of the Silver
question was ever expected to succeed.

That the failure has, therefore, been look-
ed for, though its completeness was
perhaps a surprise.

That I was not a little amused the other
day to hear that a silver-ware maker in
Hongkong adopted the old refrain, "Ex-
change so much low, that pieces silver
thing old makes more dear."

That such reasoning was, of course, too
transparently silly for words.

That another version was more plausible,
namely that "silver pieces thing all
as prices; only gold more dear!"

That John Chinaman may be left with
safety to invent and act upon the most
convenient explanations of the silver
problem.

That the figures of the Military Contribu-
tion at 2/14d. will not look well for the
Colony, and those for the Loan cannot
assume a very healthy aspect for the
Colonial Exchequer.

That the Military Mules ought to have
been fixed at first, otherwise the loss
should be equally divided between the
payer and the payee.

That I see the champion of cheap postage
and telegrams has been firing a broadside
at Mr. W. G. Forder, engaged in
China, of the Royal Engineers.

That Mr. Hanmer Heaton, M.P., seems
to impose more of the personal element
upon his letters than did Mr. Forder, if
I remember rightly the episode now refer-
red to by the M.P.

That the calculation made, to show that
cheaper telegrams would bring in more
money, is easy enough: 2000 words at
one shilling per word will bring in as much
as 1000 words at two shillings.

That while there can be no doubt cheap
postage and cheap telegrams are neces-
sary to an expansive commercial nation,
it is not surprising that inventors who
work the telegraphic business desire to
see either a reasonable prospect of getting
the 2000-word words instead of the
1000-word words before they
reduce their rates, or receive a guaranteed
against loss.

That if the lines were to be taken over by
Government, then the question assumes
quite a different aspect altogether; but
the "fair price" at which the Cable
Companies are to be bought out would
present considerable difficulty.

That Dr. Carlie is always interesting,
generally witty, and invariably instruc-
tive when he lectures on a subject on
which he is well posted.

That he knows at Home as one of the
fastest public speakers, and attempts to
take down his words verbatim rank among
the athletics of reporting for which no
prize has yet been offered.

That Dr. Carlie's advice, in his last
lecture on Athletics, is admirable in
nearly every particular.

That the main difficulty in following it—a
difficulty which is frequently observable
—is that one must be a millionaire or at
least a gentleman of independent means
and with no responsibilities.

That most of us have to obey the old rule,
"what thy hand findeth to do, do with
all thy might," and this duty, I should
say, will stand in the way of much of the
excellent advice given in the lecture
on the 1st.

That the minimum of 6*½* miles a day for
walking must, I am afraid, be ranked
amongst the unattainable things in the
Far East.

That what most people would say, if they
were in the habit of getting out of breath
by walking, is that walking upstairs,
would be to take a chair up the hill and
to live in a bungalow.

That it would be a pleasant change to hold
dancing assemblies at noon, instead of
midnight, and go in for tiffin in lieu of
supper (or jam-tarts)—except for the
expenses of duty and workaday mopping
and toiling.

That training for a Regatta is to be done
also at tiffin time, and I suppose the
office work would be in that case to have
got through after dinner.

That, of course, the attainment of the ideal
of a healthy body is well worthy of an
effort, even if the good Doctor's pre-
savour more of the theory than of the
practical—more of the theory than of the
these dollar-grinding and hard-working
days of ours in the Far East.

That, speaking of sports, athletics, and re-
creation exercises, the meeting at East
Point on China New Year's Day was every-
thing that could be wished.

That for a small body like the East Point
Club the gathering was a marvel of
success.

That the sports were well contested, the
prices were handsome, and the weather
was favourable up to the last.

That the accessories to the sports—a men-
agerie, Aunt Sally, Uncle Sam, and a
shooting gallery—furnished amusement
and healthy fun to the large gathering, of
visitors; and the cause of charity was
not forgotten.

That the promoters of this gathering are to
congratulated upon a most successful
new venture.

That the remarks of the President (Mr. Ken-
wick) upon the subject of Athletics at
East Point, and the best way to dodge
the alleged unhealthiness of Hongkong,
were of a useful and practical nature, and
were cheered to the echo.

That the usual protest has appeared against
the cracking-drink of the Chinese at the
New Year festival.

That the pernicious co-mingling, of the
Chinese houses with the European dwell-
ings, and offices accentuates the nuisance.

That there seems to be no sufficient reason
why the Chinese should not be permitted to
make night visits, whatever they may
choose to do in the daytime.

That the fatality at the fire-cracker shop in
Gage's Road West took place in broad
daylight, and must be put down as an
exceptional accident.

That the heroic behaviour of Sergeant
Withall, of the Police, cannot but be
highly praised, as he unquestionably ran
a much greater risk of his life than many
persons who have received the Human-
ity medal; and I understand his record
was most active in his exertions to
recover the bodies in the recent landfall; and
I understand his record was a good one, and that he has served for
a long period in the Force.

That I am pestered with chits, suggesting
somebody should make more
crossings to the roads, and to employ
a few coolies as crossing sweepers along
the main thoroughfares, when the streets
are indeed deep in mud.

That yet another novelty is in preparation
for the detection of the Hongkong
community.

That the manifest excess of the living
war-work exhibition has induced certain
residents to follow the Hacienda example,
and a living game of chess is now pre-
dicted.

That the entertainment will probably be
given about the fourth week in March,
and judging from the energy, ability, and
artistic taste of the ladies and gentlemen
who have taken up this novel idea, a
pretty show and a successful gathering is
a certainty.

BROWNIE.

TRAINING NOTES.

With only twelve days to the Races,
trainers this morning were naturally par-
ticularly anxious as to the doings of their
charges. The weather looked threatening
at the commencement, but later on old Sol
assumed himself once more (he's been a
stranger lately), making things very pleasant
for onlookers but rather warm for
riders. The course was thrown open by his
arrival in the Colony. The Chairman said nothing during his brief
stay in the Colony. He had shown that
boxings was not the disreputable thing it
was supposed to be, and that it might be indulged in as a thoroughly
gentlemanly pastime.

The competitions were very interesting
although the number of competitors was
somewhat limited. In general gymnastics,
points will be awarded to the various com-
petitors, and the man having the highest
aggregate will hold the championship.
Some of the boxing bouts produced very
pleasant sparing, but the winners of the
heads had, after all, little difficulty in
posing of their opponents. Mr. H. Gedge
put out the Shamos, Frieze, and Mr. C. T.
Robinson was never in any danger from
Mr. F. Keane. An exhibition took place
between Corporal Thomas and Corporal
E. N. Parcell.

The judges were: Boxing—Lieut. Mor-
rison, E. N. and Mr. A. Edger. Reference—
Mr. E. Robinson. Fencing—Lieut.-Col.
J. T. Gerard. Reference—Staff-Sergt. J. T.
Tennant. Gymnastics—Mr. E. Friedrichs and
Mr. E. Bischoff. Reference—Staff-Sergt. J.
Tennant. Timekeeper—Mr. W. H. Potts.
C. O.—Staff-Sergt. J. Tennant. Club instruc-
tor—Mr. K. Keane.

Boxing opened the ball by going a 32-
mile gallop, and finished strong in 32,
1.14, 1.51, 2.27, 2.52, 3.36. The crack is
still a little beefy, his performance
was very satisfactory.

Primrose, who is improving rapidly, was
sent 1½ miles alone in 37, 1.15, 1.53, 2.34,
3.03. I liked the way this pony came his
last quarter, which he knocked off in 32
seconds.

Merrythought (Mr. Hough) went a 32-
mile full of running—time, 41,
1.84, 1.53, 2.28.

Yorick, steered by the same pilot, covered
14 miles in 40, 1.17, 1.55, 2.52, 3.08.

The old pony, who evidently recognises
the fact that his jockey was up and was
galloping in beautiful form, tried to
prolong his exercises by another round, but
was stopped much against his will, before
he reached the Black Rock.

Timkeeps (Boy) was sent 1½ miles,
and finished in 32, the 1½ miles post; he
finished well, as the early part of the
gallop was really a canter, the full time was
slow, he only being called on to exert
himself when joined by his stable companion—
full time 4 miles last 3/4, 37, 1.124,
1.46.

Old Giles (Captain Hunt) and The Signor
(Sergt.) went together over the German
and Godown Co. Limited.

The ordinary general meeting of share-
holders in this Company was held in the
offices of the Company, Praya Central, this
afternoon. The chair was occupied by the
Hon. J. J. Kosciuk, and there were pre-
sent—the Hon. C. P. Chater, Messrs. J. S.
Moss, G. E. Bodwell, J. Kramer, D. R.
Sascha, C. Janzen, B. Heppius, A. G.
Wood (Director), E. Osborne (Secretary),
E. Georg, J. P. Jordan, A. R. St. L. Ross,
W. H. Gaskell, J. K. Michael, W. H. Hom-
phrey, G. C. Cox, Ho Lung, Ho Fook,
and Michael.

The Secretary read the notice calling the
meeting.

The Chairman said—Gentlemen, the
year 1893 has been a less satisfactory one to
the Company than there was ground to
anticipate a year ago, but considering
the conditions of trade during the period I
think we may consider that the business
shows some development. The gross revenue is
\$975,35 more than in 1892 and is more than in
any previous year excepting 1891. It may be interesting to
you for purposes of comparison if I quote
the gross profit of the working account, ex-
cluding working expenses and repairs, each
year since the Company was formed. They
were as follows:—

1892 \$58,304
1893 52,705
1894 36,499
1895 72,383
1896 12,643
1897 27,270
1898 84,168

These figures show steady progress in the
right direction, the decline in 1892 being
attributable to the withdrawal of Calcutta
and Java boats, which, owing to the stay in
the sub, from the quarter-mile post, in 38,
1.13, 1.50, 2.30. I shall be very much surprised if the Derby winner of 1892 assures
a winning bracket at the forthcoming
meeting, unless his experienced trainer
knows some royal race revolutionise his
style of going.

Hance, accompanied by Nero, was sent
at the 1½ post. To the surprise of the
"man at the rails," the good-looking little
pony left his companions when called upon
before entering the straight, and finished
several lengths ahead; the Derby
winner, who appears to require a lot more
work, somewhat disappointing his sup-
porter—time, 37, 1.15, 1.50, 2.27, 3.03.

Timkeeps (Boy) was sent 1½ miles, he
finished well, as the early part of the
gallop was really a canter, the full time was
slow, he only being called on to exert
himself when joined by his stable companion—
full time 4 miles last 3/4, 37, 1.124,
1.46.

Black Pearl galloped, but I missed his
time; he was not moving in anything like
his last year's form.

Boyfay (Mr. Maclean) and Catterhus
(Schamano) went the mile course, the
handsome chestnut making a creditable
show in the spotted sub, and finishing strongly in
36, 1.124, 1.52, 2.30.

Timkeeps (Mr. Hough) went 1½ miles,
and finished in 37, 1.15, 1.53, 2.31, 3.10.

Edie, ridden by Mr. Master, galloped a
mile alone in 38, 1.12, 1.47, 2.20.

Black Pearl galloped, but I missed his
time; he was not moving in anything like
his last year's form.

Boyfay (Mr. Maclean) and Catterhus
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Timkeeps (Mr. Hough) went 1½ miles,
and finished in 37, 1.15, 1.53, 2.31, 3.03.

Edie, ridden by Mr. Master, galloped a
mile alone in 38, 1.12, 1.47, 2.21; if this is correct it
is very good.

Timkeeps (Mr. Hough) went 1½ miles,
and finished in 37, 1.15, 1.53, 2.31, 3.03.

Edie, ridden by Mr. Master, galloped a
mile alone in 38, 1.12, 1.47, 2.21; if this is correct it
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THE DRURY LANE PANTOMIME.

Few persons altogether outside theatrical circles have any idea of the vastness of the army of workers engaged in such a production as the Drury Lane pantomime under the control and supervision of Sir Augustus Harris. 'Robinson Crusoe' employs on the stage alone upwards of 600 men, women, and children. Besides these, there are the carpenters, property men, scenic artists, dressers, and attendants—a host never seen by the public, but who have as regularly to pass through the stage doors as the principals figuring so prominently on the bill. Except during the rehearsals, which count for nothing, or an occasional stolen glimpse from the side, many of these industrious folk never see the pantomime on which they have laboured and a fortune have been spent. As a rule, however, a continual most to be pitied is the 'Curbs' professionally styling the stage-door keeper. He sees all the comedians, the ballet, and the impersonators enter and leave; scenes of the improving shouts of the audience at mutual silly, or gorgeous scenes suffice to reach his ears, and he is told of the tremendous success achieved. But he seldom, if ever, sees this piece of which every moment for several months he hears so much. He has to remain like a sentinel at his post, and only judges the prosperity of the enterprise by the length of time the passage he guards continues crowded instead of desolate.

There are no less than three elaborate balls and processions in 'Robinson Crusoe,' besides incidental dances, such as that of sailors in the view of the docks. This is the prelude to an extremely realistic scene of the ship at sea. The vessel on which the hero is embarked is strongly built, and by means of a mechanical contrivance on the ball and socket principle, the movements of a real craft, built by the waves are vividly illustrated. The deck is so weighty that it takes about thirty men, assisted by levers, to place it in position on the stage. Another heavy set in the Golden Room of Crusoe's Island after the shipwreck. Large tropical trees, with tendrils reaching to the ground, are illuminated by the sun, and at the rear is a bridge with a flight of rough-hewn steps. This is the route taken by about 400 persons, constituting a procession of savage savages and of giraffes, ostriches, sloths, and other animals mounted by dwarfs. The animals have been modelled with such truth to nature as to bear the closest inspection.

Another ballet with which considerable pains have been taken is connected with 'Revels under the Sea,' the 'dancers representing fishes. There is also a dance of the island scene just before Crusoe (Miss Ada Blanche) introduces the diminutive Friday (represented by Little Tich) to the Dog, Cat, Parrot, and Goat, embodied by the four Jees. But all the preceding glories of this or any other Drury Lane pantomime are expected to sink into nothingness when compared with the procession and series of tableaux of Kings and Queens of England from William I to Queen Victoria. The working out of the details of this scene has occupied Sir Augustus Harris and his trusty advisers since September last. Among the most features, under the superintendence of Mr. J. M. Glover, are a typical dust, 'we don't know where we are,' (a panto of Mr. Gascoigne's success), to be sung by Messrs. Horne, Goss, Gossell (the pirates), Will Attwell and Dan Leno (Miss Crusoe), and a 'newspaper' scene. There are some well-conducted choruses, in which about 200 persons—all practised vocalists—will sing. The story has been pretty closely followed by Mr. Harry Nichols and Sir A. Harris, and is laid out in twelve scenes. Then come three scenes of harlequinade, with a transformation finale called 'The Home of Industry.' To a Drury Lane Christmas-tide entertainment the appropriateness of such a title cannot be questioned.

FOUR HOURS TOO LATE.

'Oh, God! if I could recall the past three or four hours. See what trouble a man may bring upon himself in a moment.' Mr. James Curtis and Mr. C. S. Benét, both of San Francisco, had been intimate friends for years. Last summer they quarrelled for the first time, each suspecting the other of wrong. Both thoughts prevailed and they were reconciled. But you can't undo what is once done. Memory kept the record on her slate. They avoided each other as much as possible. Bill, living as neighbours, must meet some time. These two met in the street. The quarrel was renewed. Bitter words flew fast and thick, and Curtis, beside himself with rage, drew his pistol and shot Bill dead on the spot. In his doings he had above hangs—so hasty with his temper and sorrow. Yet now, as he lies, how hopeless, how vain.

But was Curtis right in saying that trouble may come all in a moment? True, it often seems so, but is there not a deeper fact which we don't see? It matters nothing what the nature of the trouble is. Therefore, it's consider a different case on the same principle.

An intelligent woman says: 'In October, 1890, I had a attack of rheumatism which I never recovered. I had aching pains all over me and a cough that nearly shook me to pieces. I obtained no good sleep night or day, and had to take to my bed. I was fed with liquid food from an invalid's cup, for I could not raise myself in bed. My heart disturbed so you could hear it beat on the pillow, and often pains struck through it as though somebody had stabbed me. I lay perfectly helpless and could scarcely breathe. A doctor treated me for a month, but got no results and was given up. Some time later I got so bad he found I must not live till morning. He called in a consulting physician and both agreed that my condition was critical. I was fed with brandy to keep me alive. My husband and daughter stayed with me almost constantly. None of the medicines administered had any effect. I was almost at death's door.'

"At this time Mrs. Keeling of Mulley, near Plymouth, a friend of mine, urged me to try a medicine called Mother Seigels Cervical Syrup. I agreed to have it, and after a few days I was able to take a few steps, and after a few days some strength, and the worst symptoms were greatly abated. After having used six bottles of the Syrup my health was completely restored, and I have since felt better than for the previous thirty years. My two daughters have also been cured of rheumatism by it. I will gladly answer any questions.

(Signed) Mrs. Louise Jackson, Bodleian Arms Hotel, Bridge Street, Hammersmith, London, Jan. 14th, 1892.

In the letter from which the above is an extract, Mrs. Jackson further says that for over twenty years before the attack of October, 1890, she had suffered from a disordered stomach and liver, and had a bad taste in the mouth, a poor appetite, and difficulty in getting to sleep. The fits still lasted, and she had a miserable sinking feeling in the stomach, great pain in the chest and sides, palpitation, giddiness, and frequently fell in the street and had to be assisted home.

So we perceive that in her case a cause long in operation, at last produced the crisis which came and ended her life. It is always true whether we are born or come into the world that the crime committed by Curtis was the sudden passionate act of a man who allowed thoughts of hate and vengeance to take possession of his mind and breed the condition which made murder possible. In the very different case of this lady's illness it was an enemy of her body, indigestion and dyspepsia, which at length broke into violence.

The lesson is the same. Watch the beginning of evil and check it while yet it may be easily controlled.

Mails.

Occidental & Oriental Steamship Company.

MAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Kobe (via Nagasaki) WEDNESDAY, Feb. 14,
Kobe, Inland Sea at daylight.
Kobe (via Nagasaki) THURSDAY, Mar. 15,
Kobe, Inland Sea at daylight.
Okinawa (via Naga-
saki, Kobe, Inland Sea) WEDNESDAY, April 4,
Sea & Yokohama at daylight.

THE Steamship *GALILO* will be despatched from this for BOMBAY on THURSDAY, the 15th February, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the Steamship *CARTHAGE*, which Vessel takes her Cargo for LONDON, via SUBZ CANAL, leaving that port on the 10th MARCH, 1894.)

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed and Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. H. JOSEPH,
Superintendent,
F. & U. S. N. Co.'s Office,
Hongkong, February 1, 1894. 238

NOTICE.

VISITATION DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX;

ALSO
PORTS OF BRAZIL AND LA PLATA.

PROPOSED SAILINGS FROM HONGKONG.
Kobe (via Nagasaki) WEDNESDAY, Feb. 14,
Kobe, Inland Sea at daylight.
Kobe (via Nagasaki) THURSDAY, Mar. 15,
Kobe, Inland Sea at daylight.
Okinawa (via Naga-
saki, Kobe, Inland Sea and
Honolulu) SATURDAY, Mar. 24,
at daylight.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on FRIDAY, 23rd February, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued to Japan, the Pacific Coast Points, and to Canadian and United States Points.

Consignee's Invoice of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent.

Parcels must be sent to our Office with address marked in full by 5 p.m. on the day previous to sailing.

In case of FIRE ring up No. 16.

W. STUART HARRISON,
146 Manager.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Yokohama (via Nagasaki) WEDNESDAY, Feb. 14,
Kobe, Inland Sea and
Honolulu (via Nagasaki) THURSDAY, Mar. 15,
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In case of FIRE ring up No. 16.

W. STUART HARRISON,
146 Manager.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Tuesday, February 27.

Tuesday, March 20.

Tuesday, April 10.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on FRIDAY, 23rd February, at Daylight, to VICTORIA, B.C. and TACOMA via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, the Pacific Coast Points, and to Canadian and United States Points.

Consignee's Invoice of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent.

Parcels must be sent to our Office with address marked in full by 5 p.m. on the day previous to sailing.

In case of FIRE ring up No. 16.

W. STUART HARRISON,
146 Manager.

Driving the Brain

at the expense of the Body.

the brain we must build up the body.

Exercise, pure air—

—foods that make healthy

—flesh—refreshing sleep—such

are methods. When loss of flesh,

strength and nerve become ap-

parent your physician will

doubtless tell you that the

quickest builder of all three is

Wright will be received on board until 4

p.m. the day previous to sailing. Parcels

will be received in the office until

5 p.m., same day; a Parcel Package

should be marked addressed in full, value

of same marked.

Consignee's Invoice to accompany Cargo

despatched to points beyond San Francisco

in the United States, should be sent to the

Company's Office in Sealed Envelopes,

addressed to the Collector of Customs at San

Francisco.

For further information as to Passage

and Freight, apply to the Agency of the

Company, No. 72, Queen's Road Central,

J. S. VAN BUREN,
Agent.

Hongkong, February 1, 1894. 239

Mails.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

VIA
ATLANTIC & OTHER CONNECTING STEAMERS.

VIA
INLAND SEA OF JAPAN AND
HONOLULU.

VIA
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Sea & Yokohama at daylight.

THE Steamship *MALWA*, Captain H.

T. WEINZELL, carrying Her

Majesty's Mails, will be despatched from

this for BOMBAY on THURSDAY,

the 15th February, at Noon,

taking Passengers and

Cargo for the above Ports. (This

Steamer connects at Bombay with the

Steamship *CARTHAGE*, which Vessel

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